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ATE OBTA	INED_	· · · · · · · · · · · · · · · · · · ·	DA"	TE PREPARED22	January 195	2	genna animite est et fin
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1.	The following between 20 0c	shipments at tober and 2)	rrived at the	he Soviet ammun	ition depot,	Wilmersdorf,	,
	Date		Railroad	Cargo			X1-HUN
		Cars	1932 22 Oct	description of the control of the co		Dispatching and Dispatching	(1-HUM
	25 October	38;		570 tons of	Pro Name of Street, or		NI-HUIVI
	27 00 35501	900		lery ammunit		Brest Litovsk Tankfurt/Oder	
*	26 October	2;		30 bons of A	T gun	Wulkow	
	27 October	11:		ammunition		I .	X1-HUI
	2 7 00 78761	و (عد		210 tons of ammunition		Drest Litovsk rankfurt/Oder	
•	3 Lovember	h2;	-	630 tons of a		Brest Litovsk	
				lery, AT gun infantry amn		rankfurt/Oder	
2.	The following depot at Wilm	shipments w	ere dispatch	ed by Unit	from t	he ammunition 50	X1-HU
	Date	Number of	Deilmond	0		7	
	San Kill Sal Paul Million whited (190)	Cars	MALTLONG	Cargo	and R	Receiving Unit eceiving Station	
	17 November	8;		330			X1-HUN
	at wordings	ق ت		110 tons of a lery ammuniti		Dannenwalde	
	\$ 1 m	7;		95 tens of an		Roederau 50)	K1-HUM
		2		lery ammuniti			
		2 5		20 tons of ca tridges		_ Chemnitz railroad station	
		1;		15 tons of in	ı. an- unit :	at Falkensee	
		r.	NFIDENTIAL	try ammunitio	'n		
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50X1-HUM Sanitized Copy Approved for Release 2011/05/23 : CIA-RDP82-00457R010600130007-7 CONTROL CONTROL /US OFFICIALS ONLY 43 50 tons of mortar Rathenow ammunition 20 tons of AAA 2; Jueterbog ammunition Altes Lager 45 tons of light 43 Wildpark AA ammunition 23 30 tons of ammu-Frankfurt/ Oder rition 50X1-HUM 24 November 3; 31 tons of light Altengrabow artillery ammunition 5; 61 tons of infan-Finow try ammunition 6; 76 tons of heavy Altenhain-AT ammunition Brandis 6; 106 tons of heavy Jue terbogartillery ammuni-Altes Lager * tion 50X1-HUM Comment. The information confirms the large Soviet ammunition depot.

at Wilmersdorf, which probably belongs to the GOFC, until late 50X1-HUM movements. On the other hand, shipments of ammunition listed in railroad reports on rail movements covering the same period were not listed in the present report. It is believed that, actually, only about 30 to 40 percent of incoming ard outgoing shipments are being reported. The present report indicates that, during the period covered by the report, the number of incoming shipments exceeded that of outgoing shipments by his carloads.

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